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|  | USDOT# 2159569 | | Legal: SEA TURTLE TRANSPORTATION LLC | |
| | Operating (DBA): | | | |
| MC/MX #: | | Id #: | | Federal Tax ID |
| Review Type: Safety Audit – New Entrant | | Location of Review/Audit: Company Facility in the U.S. | | |
| Scope: Entire Operation | | Territory: F | | |
| Operation Types | | Interstate | Intrastate | |
| Carrier: | N/A | Non-HM | | |
| Shipper: | N/A | N/A | | |
| Cargo Tank: | N/A | | Business: Corporation | Gross Revenue: \$0 |
| | | | for year ending: 12/31/2011 | |
| Company Physical Address: | | | | |
| 1413 CLANCY ROAD MOUNT PLEASANT, SC 29466, UNITED STATES | | | | |
| Contact Name: NICHOLAS MILLER | | | | |
| Phone numbers: (1) 8436141165 | | (2) | | Fax |
| E-Mail Address: cosis@windtream.net | | | | |
| Company Mailing Address: | | | | |
| 1413 CLANCY ROAD MOUNT PLEASANT, SC 29466, UNITED STATES | | | | |
| Carrier Classification | | | | |
| Other | | | | |
| Cargo Classification | | | | |
| Passengers | | | | |
| Does carrier transport placardable quantities of HM? No | | | | |
| Is an HM Permit required? No | | | | |
| Driver Information | | | | |
| | inter | Intra | Average trip leased drivers/month: 0 | |
| < 100 Miles: | 0 | 1 | Total Drivers: 1 | |
| >= 100 Miles: | 0 | 0 | CDL Drivers: 1 | |
| Equipment | | | | |
| | Owned | Term Leased | Trip Leased | Owned Term Leased Trip Leased |
| Minibus, 16+ | 1 | 0 | 0 | |
| Power units used in the U.S.: | | 1 | | |
| Percentage of time used in the U.S.: | | 100 | | |

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SEA TURTLE TRANSPORTATION LLC
USDOT#: 2159569

Review Date:
2/6/2012

Part A

QUESTIONS regarding this report or the Federal Motor Carrier Safety or
Hazardous Materials rules may be addressed to the Office of Motor Carriers at:
South Carolina State Transport Police / Motor Carrier Compliance Unit
10311 Wilson Blvd. / P.O. Box 1993, Blythewood, SC 29016
Phone: 803-896-5500 / Fax: 803-896-5526

This SAFETY AUDIT will be used to assess your safety compliance.

Person(s) interviewed:

Name: NICHOLAS MILLER

Title: PRESIDENT





SEA TURTLE TRANSPORTATION LLC
USDOT#: 2159569

Review Date:
2/6/2012

Part B - Questions and Answers

An asterisk (*) beside an answer indicates an area of non-compliance by the motor carrier, and negatively affects the results of the audit.

| | |
|--|----------------------|
| Question General # 1 Section # 387.7(a) Acute Does the carrier have the required minimum level of financial responsibility in effect (property carrier)? | Answer N/A |
| Comments | |
| Question General # 2 Section # 387.7(d) Critical Does the carrier have required proof of financial responsibility (property carrier)? | Answer N/A |
| Comments | |
| Question General # 3 Section # 387.31(a) Acute Does the carrier have the required minimum level of financial responsibility in effect (passenger carrier)? | Answer N/A |
| Comments | |
| Question General # 4 Section # 387.31(d) Critical Does the carrier have required proof of financial responsibility (passenger carrier)? | Answer N/A |
| Comments | |
| Question General # 5 Section # 13901 (392.9a(a)(1)) Is the motor carrier authorized to conduct interstate operations in the United States? | Answer N/A |
| Comments | |
| Question General # 6 Section # 390.15(b)(1) Can the carrier provide a complete accident register of recordable accidents? | Answer Yes |
| Comments | |
| Question General # 7 Section # 390.15(b)(2) Critical Does the carrier have copies of all accident reports required by States or other government entities or insurers? | Answer Yes |
| Comments | |
| Question General # 8 Section # 390.3(e) Is the carrier knowledgeable of the FMCSRs/HMRs? | Answer Yes |
| Comments | |



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| <p>Question General # 9 Section # 390.21 Does the carrier know the commercial motor vehicles marking requirements?</p> <p>Comments Carrier only have Party Bus on vehicle not the legal name.</p> | <p>Answer No *</p> |
| <p>Question Driver # 1 Section # 391.51(a) Critical Does the carrier maintain complete driver qualification files?</p> <p>Comments</p> | <p>Answer Yes</p> |
| <p>Question Driver # 2 Section # 391.11(b)(4) Acute Is the carrier using physically qualified drivers?</p> <p>Comments</p> | <p>Answer Yes</p> |
| <p>Question Driver # 3 Section # 391.45(a), 391.45(b) Critical Does available evidence indicate the motor carrier has used a driver without a medical certificate or with an expired medical certificate?</p> <p>Comments</p> | <p>Answer No</p> |
| <p>Question Driver # 4 Section # 391.15(a) Acute Is the carrier using any disqualified drivers?</p> <p>Comments</p> | <p>Answer No</p> |
| <p>Question Driver # 5 Section # 391.51(b)(2) Critical Does the carrier maintain driving inquiry data in driver qualification files?</p> <p>Comments</p> | <p>Answer Yes</p> |
| <p>Question Driver # 6 Section # 382.115(a), 382.115(b) Acute Has the carrier implemented an alcohol and/or controlled substances testing program?</p> <p>Comments</p> | <p>Answer Yes</p> |
| <p>Question Driver # 7 Section # 382.213(b) Acute Has the carrier used drivers who have used controlled substances?</p> <p>Comments</p> | <p>Answer No</p> |
| <p>Question Driver # 8 Section # 382.215 Acute Has the carrier used a driver who has tested positive for a controlled substance?</p> <p>Comments</p> | <p>Answer No</p> |



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| Question Driver # 9 Section # 382.201 Acute | Answer |
| Has the carrier used a driver known to have an alcohol concentration of 0.04 or greater? | No |
| Comments | |
| Question Driver # 10 Section # 382.505(a) Acute | Answer |
| Has the carrier used a driver found to have an alcohol concentration of .02 or greater but less than .04 within 24 hours of being tested? | No |
| Comments | |
| Question Driver # 11 Section # 382.301(a) Critical | Answer |
| Has the carrier ensured that drivers have undergone testing for controlled substances prior to performing a safety sensitive function? | Yes |
| Comments | |
| Question Driver # 12 Section # 382.303(a) Critical | Answer |
| Has the carrier conducted post accident testing on drivers for alcohol? | Yes |
| Comments | |
| Question Driver # 13 Section # 382.303(b) Critical | Answer |
| Has the carrier conducted post accident testing on drivers for controlled substances? | Yes |
| Comments | |
| Question Driver # 14 Section # 382.305 Acute | Answer |
| Has the carrier implemented random testing program? | Yes |
| Comments | |
| Question Driver # 15 Section # 382.305(b)(1) Critical | Answer |
| Has the carrier conducted random alcohol testing at an annual rate of not less than the applicable annual rate or prorated rate of the average number of driver positions? | Yes |
| Comments | |
| Question Driver # 16 Section # 382.305(b)(2) Critical | Answer |
| Has the carrier conducted controlled substance testing at the applicable prorated rate of not less than the applicable annual rate of the average number of driver positions? | Yes |
| Comments | |
| Question Driver # 17 Section # 40.305(a) | Answer |
| Has the carrier conducted the required return-to-duty tests on employees returning to safety-sensitive functions? | Yes |
| Comments | |



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| <p>Question Driver # 18 Section # 40.309(a) Is the carrier conducting follow-up testing as directed by the Substance Abuse Professional?</p> <p>Comments</p> | <p>Answer Yes</p> |
| <p>Question Driver # 19 Section # 382.211 Acute Has the carrier used a driver who has refused to submit to an alcohol or controlled substances test required under Part 382?</p> <p>Comments</p> | <p>Answer No</p> |
| <p>Question Driver # 20 Section # 382.503 Critical Has the carrier used a Substance Abuse Professional as required by 49 CFR Part 40 Subpart O?</p> <p>Comments</p> | <p>Answer Yes</p> |
| <p>Question Driver # 21 Section # 383.23(a) Critical Has a driver operated a commercial motor vehicle without a current operating license, or a license, which hasn't been properly classed and endorsed?</p> <p>Comments</p> | <p>Answer No</p> |
| <p>Question Driver # 22 Section # 383.37(a) Acute Has the motor carrier knowingly allowed it's drivers who's CDLs have been suspended, revoked or canceled by a state, have lost the right to operate a CMV in a State, or have been disqualified from operating a CMV to operate a commercial motor vehicle?</p> <p>Comments</p> | <p>Answer No</p> |
| <p>Question Driver # 23 Section # 383.51(a) Acute Has the motor carrier knowingly allowed, required, permitted, or authorized a driver to drive who is disqualified to drive a commercial motor vehicle?</p> <p>Comments</p> | <p>Answer No</p> |
| <p>Question Operations # 1 Section # 395.1(e)(1), 395.1(e)(2) Does the carrier have a system for recording hours of duty status on 100/150- mile radius drivers, and are they properly utilizing the 100/150 air-mile radius exemption?</p> <p>Comments</p> | <p>Answer Yes</p> |
| <p>Question Operations # 2 Section # 395.8(a) Critical Does the carrier require drivers to make a record of duty status?</p> <p>Comments</p> | <p>Answer Yes</p> |
| <p>Question Operations # 3 Section # 395.8(i) Critical Does the carrier require drivers to submit records of duty status within 13 days?</p> <p>Comments</p> | <p>Answer Yes</p> |

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| Question Operations # 4 Section # 395.8(k)(1) Critical Can the carrier produce records of duty status and supporting documents for selected drivers? | Answer Yes |
| Comments | |
| Question Operations # 5 Section # 395.3(a)(1) Critical Has the carrier allowed driver(s) to exceed the 11-hour rule? (Property) | Answer N/A |
| Comments | |
| Question Operations # 6 Section # 395.3(a)(2) Critical Has the carrier allowed driver(s) to exceed the 14-hour rule? (Property) | Answer N/A |
| Comments | |
| Question Operations # 7 Section # 395.3(b)(1) Critical Has the carrier allowed driver(s) to drive after having been on duty more than 60 hours in 7 consecutive days? (Property) | Answer N/A |
| Comments | |
| Question Operations # 8 Section # 395.3(b)(2) Critical Has the carrier allowed driver(s) to drive after having been on duty more than 70 hours in 8 consecutive days? (Property) | Answer N/A |
| Comments | |
| Question Operations # 9 Section # 395.5(a)(1) Critical Has the carrier allowed driver(s) to exceed the 10 hour rule? (Passenger) | Answer No |
| Comments | |
| Question Operations # 10 Section # 395.5(a)(2) Critical Has the carrier allowed driver(s) to exceed the 15 hour rule? (Passenger) | Answer No |
| Comments | |
| Question Operations # 11 Section # 395.5(b)(1) Critical Has the carrier allowed driver(s) to drive after having been on duty more than 60 hours in 7 consecutive days? (Passenger) | Answer N/A |
| Comments | |
| Question Operations # 12 Section # 395.5(b)(2) Critical Has the carrier allowed driver(s) to drive after having been on duty more than 70 hours in 8 consecutive days? (Passenger) | Answer No |
| Comments | |

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| <p>Question Operations # 13 Section # 395.8(e) Critical</p> <p>Does available evidence indicate a selected driver has prepared a false record of duty status?</p> <p>Comments</p> | <p>Answer</p> <p>No</p> |
| <p>Question Operations # 14 Section # 392.2 Critical</p> <p>Does the motor carrier ensure that drivers operate commercial motor vehicles in accordance with the laws, ordinances, and regulations of the jurisdictions in which they are operating?</p> <p>Comments</p> | <p>Answer</p> <p>Yes</p> |
| <p>Question Operations # 15 Section # 392.9(a)(1) Critical</p> <p>Does the carrier ensure that drivers are not permitted to drive a vehicle without the cargo properly distributed and adequately secured?</p> <p>Comments</p> | <p>Answer</p> <p>N/A</p> |
| <p>Question Operations # 16 Section # 392.4(b) Acute</p> <p>Have any drivers operated a commercial motor vehicle while under the influence of, or in possession of, narcotic drugs, amphetamines, or any other substances capable of rendering the drivers incapable of safely operating motor vehicles?</p> <p>Comments</p> | <p>Answer</p> <p>No</p> |
| <p>Question Operations # 17 Section # 392.5(b)(1) Acute</p> <p>Have any drivers operated a commercial motor vehicle while under the influence of, or in possession of, intoxicating beverages?</p> <p>Comments</p> | <p>Answer</p> <p>No</p> |
| <p>Question Operations # 18 Section # 392.5(b)(2) Acute</p> <p>Have any drivers operated a commercial motor vehicle within 4 hours of having consumed intoxicating beverages?</p> <p>Comments</p> | <p>Answer</p> <p>No</p> |
| <p>Question Maintenance # 1 Section # 396.3(b) Critical</p> <p>Can the carrier produce maintenance files for requested vehicle(s)?</p> <p>Comments</p> | <p>Answer</p> <p>Yes</p> |
| <p>Question Maintenance # 2 Section # 396.17(a) Critical</p> <p>Can the motor carrier produce evidence of periodic (annual) inspections for selected vehicles?</p> <p>Comments</p> | <p>Answer</p> <p>Yes</p> |
| <p>Question Maintenance # 3 Section # 396.11(a) Critical</p> <p>Does the motor carrier require drivers to complete vehicle inspection reports daily?</p> <p>Comments</p> <p>Carrier only have on bus</p> | <p>Answer</p> <p>N/A</p> |

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| <p>Question Maintenance # 4 Section # 396.11(c) Acute</p> <p>Does the carrier ensure that out-of-service defects listed by the driver in the driver vehicle inspection reports are corrected before the vehicle is operated again?</p> <p>Comments</p> | <p>Answer N/A</p> |
| <p>Question Maintenance # 5 Section # 396.9(c)(2) Acute</p> <p>Does the carrier ensure vehicles that have been declared "out-of-service" do not operate before repairs have been made?</p> <p>Comments</p> | <p>Answer Yes</p> |
| <p>Question Maintenance # 6 Section # 396.19</p> <p>Is the carrier using qualified inspectors (mechanic) and maintaining evidence of the inspector's qualifications?</p> <p>Comments</p> | <p>Answer Yes</p> |
| <p>Question Maintenance # 7 Section # 396.3</p> <p>Can the carrier explain its systematic, periodic maintenance program?</p> <p>Comments</p> | <p>Answer Yes</p> |
| <p>Question Other # 1 Section # 375.211</p> <p>Does the carrier participate in an Arbitration Program?</p> <p>Comments</p> | <p>Answer Yes</p> |
| <p>Question Other # 2 Section # 13702</p> <p>Does the carrier assess shipper freight charges based upon published tariffs?</p> <p>Comments</p> | <p>Answer N/A</p> |
| <p>Question Other # 3 Section # 375.401(c)</p> <p>Does the carrier provide reasonably accurate estimates of moving charges?</p> <p>Comments</p> | <p>Answer N/A</p> |
| <p>Question Other # 4 Section # 375.407(a), 375.703(b)</p> <p>Has the carrier avoided "hostage freight" or other predatory practices?</p> <p>Comments</p> | <p>Answer N/A</p> |
| <p>Question Other # 5 Section # 387.301(a), 387.301(b)</p> <p>Does the HHG carrier have sufficient levels of public liability and cargo insurance?</p> <p>Comments</p> | <p>Answer N/A</p> |

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| Question Other # 6 Section # 375.215 | Answer |
| Does the carrier have a published tariff and is the motor carrier changing the applicable rate (375.215). | N/A |
| Comments | |
| Question Other # 7 Section # 375.213 | Answer |
| Can the motor carrier identify the five documents required to be given to a prospective individual shipper prior to executing an order for service? | N/A |
| Comments | |
| Question Other # 8 Section # 37 subpart H | Answer |
| Does the carrier have the means to provide accessible over-the-road bus (OTRB) service on a 48-hour advance notice basis by its owned or leased OTRBs? | Yes |
| Comments | |
| Question Other # 9 Section # 37 subpart H | Answer |
| If the carrier does not have the means then does the carrier have an arrangement with another carrier that operates accessible OTRBs? | Yes |
| Comments | |

Note: No Hazardous Materials questions were asked because the carrier does not carry Hazardous Materials in Interstate Commerce.



SEA TURTLE TRANSPORTATION LLC
USDOT#: 2159569

Review Date:
2/6/2012

Part B

Your Proposed Safety Audit Result is: **PASS**

Explanation of Scoring Methodology

| Factor | Failed Questions | | Performance Test Status | Total Points | Factor Status |
|------------------------|------------------|----------|----------------------------|-----------------|------------------|
| | Critical | Acute | | | |
| 1. General | 0 | 0 | — | 0 | PASS |
| 2. Driver | 0 | 0 | — | 0 | PASS |
| 3. Operations | 0 | 0 | — | 0 | PASS |
| 4. Maintenance | 0 | 0 | PASS — 0.00 % | 0 | PASS |
| 5. Hazardous Materials | — | — | — | — | — |
| 6. Accidents | — | — | PASS — 0.00 | — | PASS |
| SUM | 0 | 0 | | 0 | PASS |

Result: Carrier has adequate basic safety management controls in place.

NOTE: Carrier has the right to request a review of this determination if there are factual or procedural disputes.

HOW THE SA IS SCORED

FACTORS - The Federal Motor Carrier Safety and Federal Hazardous Material Regulations are categorized into six factors. Multiple questions address the various factors. The Part B Question & Answer Report lists the CFR section numbers related to each question.

CRITICAL/ACUTE - Questions are also defined as CRITICAL, ACUTE or neither depending on the significance of the underlying regulation. Questions are assigned a point value if they are incorrectly answered. Critical = 1 and Acute = 1.5. The point values are summed for each factor. Any factor with a point value of 3 or more is marked "FAILED".

OUT OF SERVICE (OOS) RATE - The Driver/Vehicle OOS rate is used in factor #4 as another question. If there have been more than three level 1, 2, or 5 North American Standard Inspections conducted over the past year, they will be summarized. If the summed OOS rate is over 34%, one additional point is assigned to that factor.

CRASH FACTOR - Carriers are defined as urban or non-urban in order to compensate for the higher crash risk of urban operations. Urban carriers are defined as those that operate within a 100 air-mile radius. The crash rate for a carrier is calculated as accidents per million miles traveled. Factor #6 is "FAILED" if the urban carrier crash rate exceeds 1.7 or the non-urban carrier crash rate exceeds 1.5.

OVERALL STATUS DETERMINATION - Any carrier with 3 or more "FAILED" factors is deemed to have failed the Safety Audit by having inadequate safety management controls in place to operate in the U.S.





Part B Requirements and/or Recommendations

1. Obtain a copy of each driver's driving record and review it annually.
2. Drivers may not have Commercial Driver Licenses (CDLs) from more than one state. Ensure that all drivers have only one current CDL that is not under suspension or revocation. Driver CDLs must also match the correct class of vehicle driven and have applicable endorsements for double/triple trailer, passenger, tank vehicle and/or hazardous material operation.
3. Review the circumstances under which a CDL is required. CDL and drug testing rules apply to both interstate and intrastate commerce.
4. Ensure that drivers provide a 10-year employment history on their employment application.
5. Ensure that all drivers are fully and properly qualified before operating in interstate commerce. Maintain a complete file as required for each driver, documenting the qualification process.
6. Maintain all required controlled substance testing records including yearly summaries, quarterly summaries, test information, test results, records of training etc., as required by 49 CFR Parts 40 and 382 of the FMCSR.
7. Use of radar detectors or similar devices on commercial vehicles is illegal. Do not require or permit drivers to use them. Take appropriate disciplinary action against drivers if they are using such devices.
8. Do not schedule or require drivers to make trips requiring them to exceed posted speed limits in order to complete the run within the hours of service limits.
9. Require all drivers to prepare complete and accurate records of duty status for each day, and to submit them within 13 days. Maintain all duty status records on file, with all supporting documents, for at least 6 months.
10. Ensure that all documents supporting records of duty status (such as toll, fuel repair and other on-the-road expense receipts, as well as invoices, bills of lading, dispatch records, etc.) are kept on file for at least 6 months.
11. Obtain from any driver used for the first time (or intermittently) a signed statement showing the total time on-duty during the preceding seven (7) days and the time at which the driver was last relieved from duty.
12. Toll receipts and other on-the-road expense receipts, invoices, bills of lading, dispatch records, and other "supporting document" must be kept on file for six (6) months. This requirement also applies to records generated by the use of owner-operators. You may keep legible photocopies in lieu of originals.
13. If you want some drivers to use the 100 air-mile radius exemption, make sure that the drivers meet all terms of the exemption, including being released from duty no more than 12 hours from when they report for duty. Logs must be prepared if a driver does not meet the 12 hour requirement.
14. New & intermittently used drivers must provide a signed statement showing their total time on-duty for the seven days preceding any trip. These records must be kept on file for 6-months.
15. Ensure that all drivers' records of duty status (logs) are accurate. Check them against "supporting documents" to verify accuracy. Prohibit falsification of logs by any driver. Review the rules on supporting documents. Take appropriate action against drivers who falsify logs.
16. Establish a systematic maintenance records program for all vehicles. Maintain a complete file for each subject vehicle, recording all repair, maintenance and inspection operations performed.
17. Periodically review the maintenance and inspection records for all lease vehicles as required by Part 396 of the FMCSR. Keep a record to document these reviews and notify the vehicle owner of any violations detected.
18. Ensure that the persons or entities that perform preventative maintenance inspections on your equipment are abiding by agreed time or mileage intervals. Ensure that records are kept of such periodic preventative maintenance inspections. Take corrective action, if schedules are not being adhered to.



19. Ensure that all drivers subject to pre-employment, random, reasonable cause, post accident, return to duty, and/or follow-up controlled substance testing are tested as required by 49 CFR Parts 40 and 382 of the FMCSR.
20. DOT drug testing rules require that employers test for marijuana, cocaine, opiates, amphetamines, and phencyclidine (PCP).
21. Establish a system to control passenger-carrying drivers' hours of service. Do not dispatch drivers who don't have adequate hours available to complete assigned trips legally. Do not allow drivers to exceed the 10, 15, and 60/70-hour limits.
22. For questions about DOT numbers or biennial updates: 800-832-5660 or 703-280-4001
For questions about licensing, authority or MC numbers: 202-366-9805
For questions about insurance: 202-385-2423
For household goods complaints: 888-DOT-SAFT (888-368-7238)
23. **FATIGUE BASIC PROCESS BREAKDOWN: Qualification and Hiring Process**

DESCRIPTION OF PROCESS BREAKDOWN

BASIC SPECIFIC RECOMMENDED REMEDIES

Implement Safety Improvement Practices: The following are recommended practices related to Qualification and Hiring.

- Ensure Moving Violation Records (MVR) for all prospective drivers are reviewed as part of the hiring process.
- Check with previous employers regarding Hours of Service violations.

Passenger Carriers:

- When hiring part-time or intermittent drivers with concurrent employment, verify current and recent Records of Duty Status (RODs) as well as prior Hours of Service violations.

Hazmat Carriers:

- When querying applicants and previous employers for HAZMAT-handling positions, check if physical and stress demands have led to fatigue related violations.
- Carefully plan recruitment and hiring of seasonal and part-time HAZMAT drivers to meet demands without exceeding Hours of Service limitations.

Seek Out Resources:

- You are encouraged to review your company's record at the following website: [HTTP://AI.FMCSA.DOT.GOV/CSI](http://AI.FMCSA.DOT.GOV/CSI). You will need to use your PIN Number that has been provided by the FMCSA. This website contains helpful safety resources. Please refer to the following resource numbers in the "Guidance" Section of the CSI web page that connects you with the reference materials in this website.
 - o Resource Number:
- Contact industry associations to get resources and ideas on safety improvement practices from other carriers in the industry.

24. FATIGUE BASIC PROCESS BREAKDOWN: Policies and Procedures

DESCRIPTION OF PROCESS BREAKDOWN

BASIC SPECIFIC RECOMMENDED REMEDIES

Implement Safety Improvement Practices: The following are recommended practices related to Policies and Procedures.

- Develop a policy requiring drivers to report their available hours to dispatch during "check in" calls.
- Establish a policy that prohibits dispatchers from assigning a load to drivers without hours available to complete the load on time.

Passenger Carriers:

- Establish policy and procedures that account for available hours for separate operations within-company, for intermittent drivers, and for "extended day."
- Develop a policy that discourages long-distance trips that depart at night and outlines acceptable route-scheduling procedures.
- Develop a policy that prohibits drivers from deviating from the stated itineraries, and advises customers of this policy.

Hazmat Carriers:

- Develop clearly written policy and procedures for all personnel involved in accepting loads, assigning drivers, and establishing delivery schedules, taking into account the full operational process and enabling dispatchers to safely manage all types of HAZMAT loads within Hours of Service.

Seek Out Resources:

- You are encouraged to review your company's record at the following website: [HTTP://AI.FMCSA.DOT.GOV/CSI](http://AI.FMCSA.DOT.GOV/CSI). You will need to use your PIN Number that has been provided by the FMCSA. This website contains helpful safety resources. Please refer to the following resource numbers in the "Guidance" Section of the CSI web page that connects you with the reference materials in this website.
 - o Resource Number:
- Contact industry associations to get resources and ideas on safety improvement practices from other carriers in the industry.

25. FATIGUE BASIC PROCESS BREAKDOWN: Monitoring and Tracking Processes

DESCRIPTION OF PROCESS BREAKDOWN

BASIC SPECIFIC RECOMMENDED REMEDIES

Implement Safety Improvement Practices: The following are recommended practices related to Monitoring and Tracking Processes.

- Implement an effective process for monitoring, tracking, and evaluating tracking all drivers' compliance with Hours of Service regulations and company policies.
- Promptly review all Records of Duty Status for Hours of Service violations and falsification.
- Ensure performance relating to regulations and company policies are documented.
- Evaluate all staff required to monitor drivers' fatigue (i.e. log clerks, payroll, dispatch).
- Evaluate the company's inspection results via FMCSA's website at <http://ai.fmcsa.dot.gov/CSI>.
- Ensure all Hours of Service training needs and training received are documented and monitored.
- Monitor the driver logs to ensure that their "check in" calls report their hours accurately.

Passenger Carriers:

- Ensure that available hours account for rest periods, separate operations within-company, intermittent and relief drivers, and "extended day." Check in with drivers at pre-designated intervals.

Seek Out Resources:

- You are encouraged to review your company's record at the following website: [HTTP://AI.FMCSA.DOT.GOV/CSI](http://AI.FMCSA.DOT.GOV/CSI). You will need to use your PIN Number that has been provided by the FMCSA. This website contains helpful safety resources. Please refer to the following resource numbers in the "Guidance" Section of the CSI web page that connects you with the reference materials in this website.
 - o Resource Number:
- Contact industry associations to get resources and ideas on safety improvement practices from other carriers in the industry.

26. UNSAFE DRIVING BASIC PROCESS BREAKDOWN: Policies and Procedures

DESCRIPTION OF PROCESS BREAKDOWN

BASIC SPECIFIC RECOMMENDED REMEDIES

Implement Safety Improvement Practices: The following are recommended practices related to Policies and Procedures.

- Develop a policy requiring all drivers to submit copies of all inspections to carrier management within a designated timeframe.
- Develop a policy requiring all drivers to notify carrier management of suspended CDLs immediately following date of suspension notification.
- Establish a policy requiring all drivers to submit copies of all moving violations to carrier management within a designated timeframe.

Hazmat Carriers:

- Adopt standards for safe driving and special procedures for specific types of loads and equipment on different roadways and in varying conditions.

Seek Out Resources:

- You are encouraged to review your company's record at the following website: [HTTP://AI.FMCSA.DOT.GOV/CSI](http://AI.FMCSA.DOT.GOV/CSI). You will need to use your PIN Number that has been provided by the FMCSA. This website contains helpful safety resources. Please refer to the following resource numbers in the "Guidance" Section of the CSI web page that connects you with the reference materials in this website.
 - o Resource Number:
- Contact industry associations to get resources and ideas on safety improvement practices from other carriers in the industry.

27. VEHICLE MAINTENANCE BASIC PROCESS BREAKDOWN: Policies and Procedures

DESCRIPTION OF PROCESS BREAKDOWN

BASIC SPECIFIC RECOMMENDED REMEDIES

Implement Safety Improvement Practices: The following are recommended practices related to Policies and Procedures.

- Develop a policy that ensures drivers are trained and complete daily vehicle inspection reports.
- Develop an effective system for drivers to communicate vehicle defects to management.
- Develop a procedure that ensures vehicle repairs are completed in a timely manner and ensures that repairs which have an impact on safety and/or safety compliance are repaired immediately.
- Develop a policy that ensures that vehicles identified to be fixed are repaired properly and in a timely manner.
- Develop a system of preventative maintenance and inspection to ensure safe and efficient fleet operations.
- Develop a policy requiring all drivers to submit copies of all inspections to carrier management within a designated timeframe.

Passenger Carriers:

- Develop systematic procedures for critical maintenance items—for example, checking wheel- hub-lubrication levels according to the manufacturer's recommended inspection intervals, and regularly inspecting wiring and electrical systems, passenger seats, and emergency exits.
- Consider installation of fire-detection-and-suppression systems on current fleets and as purchase options on new coaches.


Seek Out Resources:

- You are encouraged to review your company's record at the following website: [HTTP://AI.FMCSA.DOT.GOV/CSI](http://AI.FMCSA.DOT.GOV/CSI). You will need to use your PIN Number that has been provided by the FMCSA. This website contains helpful safety resources. Please refer to the following resource numbers in the "Guidance" Section of the CSI web page that connects you with the reference materials in this website.
 - o Resource Number:
- Contact industry associations to get resources and ideas on safety improvement practices from other carriers in the industry.

28. To better understand your company's responsibilities under the Department of Transportation's Americans with Disabilities Act (ADA) regulations concerning accessibility of over-the-road buses, review the information on the Federal Motor Carrier Safety Administration's Web site at:
<http://www.fmcsa.dot.gov/rules-regulations/bus/company/ada-guidelines.htm>
29. Notice: A pattern of and/or repeated violations of the same or related acute or critical regulations will cause the maximum penalties allowed by law to be assessed under Section 222 of the Motor Carrier Safety Improvement Act of 1999 (MCSIA). A pattern of violations means two or more violations of acute and/or critical regulations in three or more Parts of Title 49, Code of Federal Regulations discovered during any eligible investigation. Repeated violations means violation(s) of an acute regulation of the same Part of Title 49, Code of Federal Regulations discovered in an investigation after one or more closed enforcement actions within a six year period and/or violation(s) of a critical regulation in the same Part of Title 49, Code of Federal Regulations discovered in an investigation after two or more closed enforcement actions within a six year period.
30. Provide pre-trip safety information to motorcoach passengers. For information about the Basic Plan for Motorcoach Passenger Safety Awareness that was published by the Federal Motor Carrier Safety Administration, go to the Agency's Web site at:
<http://www.fmcsa.dot.gov/about/outreach/bus/bus-safety-awareness-plan.htm>
31. Ensure that all vehicles are properly marked with your name or trade name and U.S. DOT number. If your vehicles are also periodically operating for other carriers, they must be marked with that carrier's name and U.S. DOT#.
32. Conduct periodic internal reviews of your driver qualification, hours of service control, maintenance, accident analysis/reporting, training, and other safety systems to ensure continued compliance with the FMCSR.

33. A complete Educational and Technical Assistance package entitled " A MOTOR CARRIER'S GUIDE TO IMPROVING HIGHWAY SAFETY" is available free on the FMCSA website to assist you in complying with the safety regulations. It contains many forms and documents useful for improving the safety of your operations. Check: www.fmcsa.dot.gov/factsfigs/eta/index.html.



| | | | |
|--|--------------------------|---|---|
|  | USDOT# 2159569 | Legal: SEA TURTLE TRANSPORTATION LLC | |
| | Operating (DBA): | | |
| MC/MX #: | | Id #: | Federal Tax ID: 43-23456 |
| Review Type: Safety Audit – New Entrant – Receipt | | Location of Review/Audit: Company Facility in the U.S. | |
| Scope: Entire Operation | | Territory: F | |
| Operation Types | Interstate | Intrastate | |
| Carrier: | N/A | Non-HM | Business: Corporation |
| Shipper: | N/A | N/A | Gross Revenue: \$0 for year ending: 12/31/2011 |
| Cargo Tank: | N/A | | |
| Company Physical Address: | | | |
| 1413 CLANCY ROAD MOUNT PLEASANT, SC 29466, UNITED STATES Contact Name: NICHOLAS MILLER Phone numbers: (1) 8436141165 (2) Fax E-Mail Address cosis@windtreem.net | | | |
| Company Mailing Address: | | | |
| 1413 CLANCY ROAD MOUNT PLEASANT, SC 29466, UNITED STATES | | | |
| Report Summary | | | |
| Report | | # of Pages | |
| Part A - General | | 2 | |
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| Part B - Propsed Result | | 1 | |
| Part B - Recommendations | | 6 | |
| Audit Receipt Page | | 1 | |
| Total Pages: | | 18 | |
| <div style="border: 1px solid black; padding: 5px;"> <p>Disclaimer: By signing below, I acknowledge that I have received a copy of this review/audit and agree with the total number of pages indicated (above) for each document. My signature does not imply agreement with the findings of the review/audit, however they have been discussed in detail with me.</p> </div> | | | |
| <p>QUESTIONS regarding this report or the Federal Motor Carrier Safety or Hazardous Materials rules may be addressed to the Office of Motor Carriers at:</p> <p>South Carolina State Transport Police / Motor Carrier Compliance Unit 10311 Wilson Blvd. / P.O. Box 1993, Blythewood, SC 29016 Phone: 803-896-5500 / Fax: 803-896-5526</p> | | | |
| This SAFETY AUDIT will be used to assess your safety compliance. | | | |
| Person(s) Interviewed: | | | |
| Name: NICHOLAS MILLER | | Title: PRESIDENT | |
| Reported By: | Title: | Code: SC0009 | Date: 2/6/2012 |
| Received By: | Title: | | |





SEA TURTLE TRANSPORTATION LLC
USDOT#: 2159569

Review Date:
2/6/2012

Part C

Corporate Contact: NICHOLAS MILLER
Corporate Contact Title: PRESIDENT

Special Study Information:

Remarks:

| | | | |
|---------------------------|------------|-----------|----------------------|
| Upload Authorized: | Yes | No | |
| Authorized by: | | | Date: |
| Uploaded: | Yes | No | Failure Code: |
| Verified by: | | | Date: |